Volume XXIII, No. 9
SEPTEMBER, 1961

HEARTS' DESIRE DISAPPOINTED

The three beaches of Tomales State Park, Shell, Heart's Desire, and Indian Beach are small, choice, beautifully landscaped by Nature, and popular. A Bay Chapter member, however, writes sadly of the latest consequences of popularity.

" ...much of the beauty of the beaches is the setting behind the sand where are botanically interesting marshes, and behind the marshes are alder groves of great beauty... One of the most interesting and scenic of the beach settings was Heart's Desire Beach, which actually lived up to its extravagant name. When the State carved out a generous parking lot above the beach in the pine forest, we accepted this as necessary. However, last weekend I was dismayed to find the complete annihilation of not only the interesting small marsh but also the entire alder grove, the clear stream, and the Indian shell mound. In their place is now raw earth, a glaring yellow monotonous flat right down to the beach and from side to side of the canyon."

A hurried trip by two members of the Chapter Conservation Committee, the day before this Yodeler deadline, showed us this is indeed true. The small meadow had disappeared under the fill for a parking ground; the stream is pushed to one side, much of it in culverts; all green things have gone from the flat expanse; the shell mound ridge behind the beach has been flattened out and now contains a few unshaded picnic tables, six garbage cans, three oil drum incinerators, and a metal lifeguard tower.

By contrast, a fifteen-minute walk took us to Indian Beach, most northerly of the State beaches which can be reached only by trail or boat. Here the original setting is intact, beach, salt marsh, wide lagoon fed by streams still flowing clear water from the hills, trees undisturbed to the edge of the meadow. Parties who had come by boat were enjoying the beach and not even the

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A SAGA OF TWENTY HUNGRY PEAK-BAGGERS

Twenty knapsackers, under the leadership of Stuart Gunn assisted by Betty Osborn and Charlotte Kimball, achieved a certain distinction on the Sierra Crest from July p6-30. It was the first two-week Sierra Club knapsack trip without a cache or a date to meet a packer.

The route led from Convict Lake over a series of passes to North Lake. We groaned at the start over our loads but were smug with our freedom and delighted with the superlative campsites, all of them over 10,000 feet and most over 11,000. Gems of the Sierra along the way were Big McGee Lake, Pioneer Basin, Second Recess, Mills Creek, Lake Italy, Merriam Lake, Packsaddle Lake, Darwin Bench and Lower Lamarck Lake - our final lovely site.

True, sometimes we had to scrounge for wood, and we found tin cans even in high places—though the higher we went, the fewer we saw. For the most part we bypassed trails for cross-country routes though our leader was dismayed that packers have begun making a trail over Hopkins Pass. The talus slopes along Goethe Lake and Alpine Col are undisturbed and still a challenge to walkers with or without packs.

Only 14 trail miles in the 80 or so were tallied; no one seemed to have added the daily ups and downs. Joan Lucas, our wonder girl, climbed four peaks over 13,000 in the 2 weeks, including Goddard which meant an 11-hour day for Stu and her. Thirteen climbed Darwin, 11 climbed Abbott, 5 polished off Gabb, and 8 climbed Lamarck en route over Lamarck Col to our last campsite.

We saw polemonium almost every day as well as fields of lupin, shooting stars and gentians. The fishermen did nobly, supplementing our super-dehydrated foods with

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LETTERS

BOTTOMS UP! BY NUMBERS

Dear Peter:

On the Feather River trip I experimented with a time-saving plan which worked out very well. I made a list of wholly understandable and acceptable reasons for upsetting and gave them each a number. Thus when a paddler upset he merely called out a number by way of explanation. The minutes spent at the put-in spot memorizing the code were nothing compared to the time saved and the unnecessary conversation eliminated on the trip downriver.

There was perfect cooperation among the boaters in trying out this scheme. They were upsetting and calling out numbers like made - with one exception. This fellow cried out as he swam past that the Sea & Ski on his knees caused them to slip off the knee rests. Since this was not a proper and numbered reason, I placed my paddle on his head and held him under water until his hand appeared above the surface with three fingers extended.

To promote efficient river running, here are the ten acceptable reasons for rolling over:

1. The sun was in my eyes
2. I was up late last night
3. I am not used to this boat
4. My paddles are: a) too long b)too short
5. My footrest came loose
6. So and so was too close in front of me and blocked my view
7. My glasses were covered with water, and I couldn't see
8. The gear in my boat shifted
9. My paddles suddenly feathered themselves (or unfeathered themselves)
10. I was misinformed about the route

By making use of the numbers, a kayaker never need admit that he failed to paddle-

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Sierra Club Yodeler

A publication of the San Francisco Bay Chapter. Address all communications to Yodeleditor, 1050 Mills Tower, San Francisco 4.

For club members only, classified ads (private transactions), will be accepted at the rate of 35¢ per line of printed copy. The 'enterprise' rate is 70¢ per line. Persons submitting ads may compute their copy on the basis of approximately 7 words per line. Check must accompany copy. Commercial advertising is solicited. Please request rate card.

YODELER STAFF
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HEARTS' DESIRE (Cont.)

outboard motors seemed able to disturb the natural quiet. Behind the beach the wildlife was at home. Herons fished and small birds flew around. We were much intrigued by a sand shark (we were told) which was marooned in the lagoon by ebb tide, with great black fins breaking the surface in the shallows.

Conversation with Mr. Tom Drew, Assistant Superintendent of the Park, brought out that the Heart's Desire parking ground would hold 75 cars. (The present parking area holds 120; it was full but not overcrowded at 3 p.m. on Sunday). There will be planting of local native shrubs between the new parking area and the beach. The alder trees cut down were mostly dead, possibly because the water table has been falling after so many dry years. (This appeared to be a touchy point—"Inverness people say we killed them but we didn't.") Nothing is planned for Indian Beach for some years, but, he said, they may put a road in there and better restroom facilities.

And then, of course, we know that the whole cycle will be repeated—road—parking ground—more cars—more parking needed. One cannot blame the Park personnel, for they face the relentless pressure of the public, a public which will arrive to picnic even if there is no more room in the Park, and little by little, Nature goes under. But is there any reason why the public should have everything made easy for it? The 300 people on Heart's Desire beach that afternoon were enjoying themselves thoroughly. They were cheerfully pouring up and down the trails from the hidden parking area, babies in arms, and picnic baskets seemed

CONT. NEXT COLUMN

Continued from Column 1

no problem. Why not more trails from distant parking in the woods, instead of right behind the beach at the expense of spoiling the values which the Parks were supposed to preserve for the public to enjoy?

Perhaps our concern for this will encourage the Department of Beaches and Parks to keep Indian Beach at least free from the traffic which has so changed Heart's Desire. A statement of policy on this would be timely and welcome.

C.M.C.

PEAK BAGGERS (Cont.)

trout for breakfast and dinner. Campfires with Tootie's guitar and Bill's recorder were memorable for both quantity and quality of group singing, and Bill's recorder any time - especially on some of the harder passes - made the plodding easier.

Stu's careful planning simplified the cooking, but careful planning or not, six growing boys can play havoc with the sugar supply. It helped to meet burro-trippers with a surplus (of sugar, that is).

—Mildred Holota

ANNUAL BANQUET COUNCIL MEETING IN LA

On October 28, the Angeles Chapter, this year celebrating its 50th anniversary, will hold its 49th Annual Banquet. All Sierra Club members and their friends are invited. The speaker, Dr. Willi Unsoeld of Oregon State College, will describe the 1960 Clinch expedition to Masherbrum in the Himalyas. There will also be an art and photo exhibit and dancing to a fine orchestra.

Place: Los Angeles Breakfast Club, 3201 Los Feliz Blvd., Los Angeles
Time: 6:30 to midnight
Reservations: Ed and Edna Quigley, 1473 E. Chevy Chase Drive, Glendale 6.
Tickets: $4.50 to October 18; $5.00 thereafter. Enclose self-addressed, stamped envelope.

The same day, preceding the banquet, the Sierra Club Council will hold its regular fall meeting elsewhere in Los Angeles. For details, consult Claudia Owen or Hasse Bunnelle.

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BOTTOMS UP (Cont.)

brace, leaned upstream, or misread the water. Admission of facts like these only hurts the ego. And a boater's ego (particularly a man's) must be guarded at all costs. Ego damage is worse that boat damage since the former cannot be repaired with fibreglass. And if there's anyone who is hard to get along with, it's a kayaker with a damaged ego.

Use of the number system also eliminates reliance on wild excuses based on invalid premises. For example you've heard, "That rock appeared out of nowhere", or, "That rock lunged at me as I went by". Carefully documented cases where a rock has made an unprovoked attack on a kayak are rare. However, it did happen to the author on the South Fork of the Eel. A rock actually hurled itself up from the bottom of the river and took an enormous bite out of the boat. Incidents like this are extremely unlikely. The truth is that the average American river will not charge a kayak. (The author has had no experience on foreign rivers). It will just lie there in a dormant state, unless, of course, it is provoked by a boater or boat. Then, naturally, it will retaliate by inflicting some damage.

From now on it's - "Bottoms up - by the numbers!"

—Barbara Tilden

ON OREGON'S ROGUE

With the brilliant fall colors - with the laurel, oak and dogwood as a background for a late summer vacation - a trip down the Rogue River in Oregon should be a rewarding experience. Even in midsummer the Rogue has much to offer in the way of scenic beauty, lovely campsites, with enough thrills to whet the appetite for more.

In October the Rogue exposes still another facet to the sportsman. To these other assets must be added the thrills of fishing for steelhead in what is probably one of the top steelhead streams in the country. For the first time the River Touring Committee is planning an outing with the fisherman in mind.

This trip will be run primarily with ten-man rafts operated by our regular Sierra Club boatmen, many of whom in the last four or five years have developed an unusual competence in running white water and can be numbered among the best in the field today. Members with foldboats will be welcomed but it must be pointed out they should have better than intermediate experience in order to run the tricky rapids on the Rogue.

Many members have accompanied the river tourers on scouting trips and invariably point out the special opportunities a scouting trip offers - prominent among these is freedom from a rigid schedule, more opportunity to explore, and the fun of improvising from materials at hand to

CONTINUED NEXT PAGE

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ROGUE RIVER (Cont.)

adjust to varying situations that occur. We naturally run with smaller groups although we will not run the trip unless a reasonable response is shown.

This trip will cost $102.00 not including the shuttle. For some, no shuttle will be necessary as they will be able to take the Greyhound to Grants Pass and return to the bay area from Gold Beach on the ocean, also via the Greyhound. For those wishing to shuttle from Agness to Galice, the cost will be $8.00.

The trip will start Monday morning, October 2, ending Saturday, October 7. For further information contact Sierra Club River Touring Committee, Mills Tower, or Lou Elliott, 1957 Gaspar Drive, Oakland 11, OL 5-3801, or Bryce Whitmore, 4 Live Oak Circle, El Sobrante, CA 3-4155.

There is a strong possibility that some scouting will be done on Canadian rivers and lakes this fall as well as southern rivers right through the holiday season. A schedule is being prepared now and, if you are interested, drop a card or letter to the River Touring Committee, stating where your interests lie. Please indicate previous experience. —Claire Elliott

PERSONAL

Einar and Annie Nilsson proudly announce the arrival of their first grandchild, a daughter, Gail, born to Cece and Frank ("Howdy") Walrond August 15. Report is that all are progressing satisfactorily.

HUTCHINSON LODGE WORK PARTIES

Work parties to clean up Hutchinson Lodge and get in the wood for winter will be held the weekends of Sept. 16-17 and Oct. 21-22. Volunteers will receive food, lodging at Clair Tappaan Lodge, transportation allowance and priority toward reservations next ski season. Bring sleeping bag and work gloves.

Please notify Keith Lummis, Norden, California, that you're coming.

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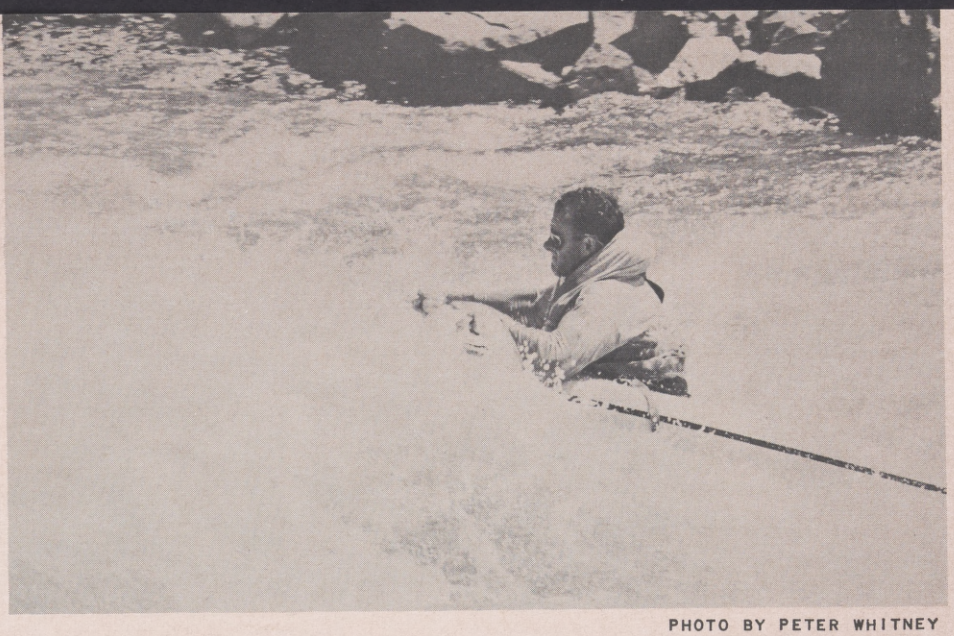

PHOTO BY PETER WHITNEY

SAFETY IN NUMBERS: GRADING RIVERS, PADDLERS

By JOHN BOMBAY
AWA Safety Chairman

With our white water sport expanding rapidly, we are now confronted with the need for a boatmanship classification program not only within our own clubs but nationwide. We now begin to join our neighbor clubs on their trips and some even go all the way from New York as far as the Rocky Mountains to participate, on our Salmon and Selway trips. Soon it will be normal to see a couple from Chicago join the Sierra Club in the West for a thrilling trip down the Feather River Canyon.

But how will the Western club know how good a boater the Easterner is when he calls on them? Who is going to decide if a guest can safely participate in this trip? A good lifejacket is not going to help him much to negotiate a fourth class rapid if he is only a second class boater.

What is needed is a certified classification card given to this boater by his club, and this classification has to be uniform throughout our nation to be of any value.

With many of our clubs still in the growing stage, we still have time to resolve this problem; and we should do it now while it is still easy and does not require drastic measures within our clubs.

I propose to all our club members that we initiate a grading program based on the international scale for rivers. Thus, a class I boater is defined as one who can go on a class I river and so on up to class IV, which should fall in the highly skilled class (class V and VI should be run by teams of experts only).

Class I, II and III should be earned only after an appropriate test; class IV should be awarded only after the person not only has reached class III and shown his yet higher abilities on the river, but also has shown leadership abilities, strength, endurance, caution, superb water-reading qualities and concern and helpfulness for his co-paddlers. In fact, it should be an honor class.

I know that some clubs are following different systems. Most notably, the New York Appies some time ago installed a four-grade system, and I had a chance to discuss how this works with Louise Davis and Ruth Walker on the Selway this summer. The Ontario Voyageurs have in turn based their four-grade system on the Appies, and like them they rate paddlers by committee rather than by tests, as we do in the San Francisco Sierra Club.

I would like to suggest that these existing four-grade systems be adjusted to the International grades I to IV, and that the V and VI grades—as far as paddlers are concerned—be considered exceptional or never be formally awarded. This would be a means of quickly getting into step.

The tests for classes I, II and III could be easily taken and could look as follows. (This is actually based on the Sierra Club R.T.S. tests):

BEGINNER'S TEST

Must be passed before paddling on moving water.

1. Get into and out of boat properly.
2. Paddle forward, backward, and simple turns.
3. Tip over deliberately and get out of boat (use spray sheet if owned).
4. Swim around boat, surface-dive to other side of boat and continue to swim for 5 minutes without support. (Red Cross intermediate test, or equivalent, acceptable.)
5. Recognize hand and paddle signals.
6. Know equipment needed.

INTERMEDIATE TEST

Must be passed before paddling Grade II river.

Still Water

1. Have boat and self properly equipped: boat flotation—minimum 1 cu. ft. (equivalent of 2 commercial fold-

CONTINUED NEXT PAGE

SAFETY IN NUMBERS (CONT.)

boat bladders), preferably 1 cu. ft. each end; boat line 8' attached so that one end comes free only with a tug; repair kit; adequate life preserver; tennis shoes, and prescription glasses tied on securely.

2. Simple paddle brace.
3. Simple draw stroke.
4. Tip over deliberately and swim boat to shore.
5. Understand principle of ferrying.
6. Understand rescue procedures; stay with boat until rescuer appears or until it is easy to swim to shore; stay on upstream side of boat; do not turn boat over; keep legs high; obey instructions of rescuer.

Moving Water

7. Take off from shore and load properly.
8. Simple paddle brace (single kayaks only).
9. Up and downstream ferry in gently moving water.
10. Cross easy eddy line.

THIRD CLASS TEST

Must be passed before going on Grade III river.

1. Cross in and out of fairly strong eddy line (with assurance).
2. Paddle brace and draw stroke in rapids. (Modern technique strongly recommended.)
3. Up and downstream ferry in 2-3 mph current.
4. Utilize rock anchor eddy.
5. Find own way through Class II rapid.
6. Esquimautage strongly recommended.

One Class Upward—If

Boaters of one class lower than the river class should be allowed on a trip if they show promise, have two persons to support them, and have the approval of the trip leader.

The above may sound horrible to some of us; but let us bear in mind that with our sport so rapidly expanding, this classification may well save many a life in the near future and allow all of us to enjoy our trips better and safer. It should be understood that a competent boater is a safe boater, and a grading program does force some to become competent boaters while otherwise they would always remain a drawback and hazard to their friends who might have to rescue them under dangerous conditions.

To help promote and instruct our new and existing members, I also suggest the following training program which should, if possible, be uniform and nationwide. The program could consist of:

1. A textbook (I propose Peter Whitney's book "White Water Sport."
2. A good instructional movie.
3. Assistance by competent AWA leaders on instruction trips on moving water.
4. Test procedure and grading.
5. A training program outline and suggestions for the instructors.

Emphasis should be put on skill since skill comes first and makes the boater safer. An incompetent boater will kill himself regardless of all our safety equipment.

The film and the instruction on moving water should concentrate on the following:

1. Basic paddle strokes.
2. Basic paddle braces.
3. Basic water reading (class I through 3).
4. Esquimautage.
5. Rescue.
6. Equipment.
7. Social camping for attraction purposes.

I do hope that many among us will see the need of these programs and join in the effort to their realization. Thus we may achieve great progress in our members' skill and thereby their safety.

A reply on the above proposal from our member clubs' safety committees as well as individual replies are kindly requested. My address: 601 Oakland Ave., Oakland 11, California.

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EAST BAY DINNERS

September 13 - Wednesday. The Mendocino Coast through a Naturalist's Camera. Mr. A.W. Larson will show us his beautiful slides of the scenery and wild life along this interesting shoreline. Willard Jr. High School, Telegraph and Ward streets, Berkeley. Meet at 6 p.m. Dinner is at 6:30 p.m. For dinner reservations call Ann Adams before 10 p.m., Sept. 11. L atercomer donations accepted.

September 27 - Wednesday. George Homsey will show his slides and tell of his recent visit to Greece, Turkey and Yugoslavia. Willard Jr. High School, Telegraph and Ward streets, Berkeley. Meet at 6 p.m. Dinner at 6:30 p.m. For dinner reservations call Edna Lauman n before 10 p.m., September 25. Late-comer donations accepted.

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SEPTEMBER 2-3-4: LEISURE KNAPSACKING - LEWIS LAKES in the Sonora Pass high open granite country, with ERIC and CECILE CHRISTIAN. Limited to 20 somewhat experienced knapsackers. A two-night camp will be established at Summit Creek after 7-mile hike. Sunday: hike without pack across country approximately 3 mi. to the several Lewis Lakes. Views of Mts. Conness, Lyell, etc. Swimming, loafing, Monday walk out to cars. Car commissary. Call leaders for reservations, directions and E. Bay rides; ETHEL UNSELT for San Francisco

SEP TEMBER 16-17: LEISURE KNAPSACKING - CATHEDRAL LAKES near Tuolumne Meadows. A repeat of 1960's popular cross-country trip up open granite slabs about 3 1/2 miles. High, open country; delightful lakes; many side trips possible, tourist season over. Last year we hit perfect weather. Limit: 25 somewhat experienced knapsackers. For reservations, transportation, directions, call leaders, THELMA CARDER (E. Bay) or ANITA SURAN (San Francisco).

SEPTEMBER 10: RIVER TOURING - ANGEL ISLAND. Meet at 9:30 a.m., at the home of Dr. and Mrs. Watkins, 50 San Rafael Avenue, Belvedere. The paddle out to Angel Island will take about an hour; bring a picnic lunch or food to cook on stoves. Those not up to the hour's paddle may practice paddling in the lagoon. Call BARBARA TILDEN if you plan to come.